

STEAMERS CRIPPLED BY HURRICANE LIMP HERE FOR REPAIRS

Seiko Maru and Rio Pasig Battle With Same Storm Miles Apart

JAPANESE TRAMP NEARLY DESTROYED BY ELEMENTS

This Vessel and Filipino Freighter Both Make For Honolulu For Haven

Caught in the same hurricane which compelled the Filipino tramp steamer Rio Pasig to put into this port for coal yesterday morning, the Japanese tramp steamer Seiko Maru arrived here a few hours after the advent of the Rio Pasig, with hardly any coal left in her bunkers, with her steering disabled and with part of her superstructure torn and carried away.

Beet by a howling gale against which she could make no westerly progress, the Seiko Maru was twenty-four and a half days out of Seattle when she arrived here, and is bound for Vladivostok with a cargo of railway material, the bulk of which is steel rails, cars and trucks.

Six hundred tons of coal will be taken on here by the steamer and it is improbable that she will resume her voyage to the Russian port for several days, as there is considerable repair work to be attended to before the vessel can be passed as seaworthy.

Orders For Vladivostok

The sailing orders of the Seiko Maru were for Vladivostok via Muroran. Seattle was left on October 31 and on November 13, when near the Aleutian Islands, a terrible hurricane was encountered, which lasted with varying force for several days. The minimum reading of the ship's aneroid barometer was 28.20 and Capt. S. Noda declared that the blow was the worst that he has ever experienced, an opinion which is shared by Chief Officer Igarashi.

November 13 was an awful day aboard the steamer. Great green seas swept the vessel continually, smashing leaders, rails, doors and other wood work, and tearing the cover off No. 1 hatch.

Great eight-by-twelve-inch battening timbers were snapped like matchwood and the broken portions left to threaten about the deck in the hell of water, wreaking damage or destruction wherever they struck.

Winches Broken Like Toys

To make matters worse a number of steel car frames, ponderous objects of great weight, broke from their lashings and rolled to and fro as the ship tilted and careened from side to side. Great winches were broken like toys and yesterday the contents of the wire reels lay on the deck in a tangled mass.

One giant sea which threatened to send the steamer to the bottom tore away the railing of the bridge deck, carried away the ladder leading to the bridge and also the door of the chart-room. During one extreme lurch of the vessel two heavy doors went by the board and into the sea.

As to crew matters, the vessel's steer way gear became disabled and she had to be handled with a jury rig, a tedious, unsatisfactory method of operation, even at the best.

Captain Noda was on the bridge for the best part of twenty-four hours and it was with unfeigned feelings of relief that he saw the glass rise, with its promise of a moderation of the weather. Even when the sea somewhat subsided the wind continued to sweep down from the northwest and finding it impossible to buck the gale and have enough fuel left with it to reach Vladivostok, Captain Noda decided to head south and make for Honolulu.

Both Encounter Same Storm

The Seiko Maru was formerly the British steamer Bucerania, her home port now being Nishinomiya. She has a gross tonnage of 4121, net tonnage of 2145, is 364 feet long, forty-seven feet beam and thirty feet draught. The vessel is at Pier 19 and shows marked signs of the strenuous ordeal through which she has passed.

The Rio Pasig was en route from Shanghai to San Pedro when she ran into the teeth of the great gale on the night of November 12, the day previous to that on which the storm fell upon the Japanese freighter.

Both vessels must have been plunging about in that welter of water about the same time, and the decision on the part of the two captains to run into Honolulu for more coal must have been practically simultaneous.

And what is even more remarkable, the two storm-racked craft arrive at this port within an hour or so of each other.

WINSLOW'S
Soothing Syrup

In Old and Well Tried Remedy
MRS. WINSLOW'S SOOTHING SYRUP
Is used by millions of mothers for their children
in all cases of colic, wind, flatulence, or
any other ailment connected with the
stomach or bowels. It is the best remedy for
croup, whooping cough, and all other
respiratory diseases. It is also a
valuable remedy for all cases of
fever, and for all other ailments
connected with the system.

AONA WILL SUCCEED MARCALLINO AS CLERK

C. M. Hite Second Clerk In Judge Whitney's Court

A. Kaeli Aona, clerk.
C. M. Hite, second clerk.
These are Judge Whitney's selections for his division of the circuit court and the appointments will probably be made tomorrow—as soon as approval for this is given by Circuit Judge Ashford and Stuart. It was understood yesterday that Judge Ashford approved of the appointments by Judge Whitney of Aona and Hite, although nothing official on this score could be learned. As to Judge Stuart, nothing is known.

The law requires that each circuit judge appoint his clerks, with the approval and consent of the other judges of the circuit. It is usual, of course, for the two other judges to concur in the selections made by one of their judicial colleagues.

Judge Whitney yesterday informed Second Clerk Aona that he would promote him to the position of clerk of the second division to fill the vacancy caused by the resignation of John Marcallino several weeks ago. Hite, who was an applicant for the clerkship, was informed that he would be appointed as Aona's subordinate.

"This is Judge Whitney's Thanksgiving present to me," remarked Aona yesterday, after being informed that he had been chosen to head the clerical force of Judge Whitney's court.

"I thank him for it," remarked Aona. A. Kaeli Aona has been acting as clerk since Marcallino's resignation was accepted. He was appointed in November, 1909, by the late Chief Justice Hartwell as deputy clerk of the territorial supreme court and in 1910 was transferred to Judge Whitney's court as second clerk, holding this position since then. Aona is well liked, obliging and courteous and his promotion was quite expected among those conversant with circuit court doings.

C. M. Hite is a young man, a newcomer here, and has been connected for some months with the law office of Thompson, Milverton & Cathcart. He was admitted recently by Circuit Judge Ashford to practice law in the district courts of the Territory. His knowledge of law, it is claimed in his behalf, will make him a valuable acquisition in the position to which he will be appointed.

ALL HAWAII ON VIEW FOR VISITORS

What the Great Northern excursionists will not be able to see of the actual scenic beauty of the islands in the short time they will be here they will have presented for them the moving picture screen by K. K. Bonine, whose Hawaiian scenes are famous. Mr. Bonine is planning a program that will include the best of his scenic films, some Floral Parade views, the Volcano series and his military pictures, pronounced by General Carter to be the best series of movies showing Uncle Sam's army boys ever made and the most complete. In addition, Mr. Bonine plans to show a number of scenic slides to break the moving picture program. It is probable that these pictures will be shown in the Opera House on the evening of the Sunday the visitors will be here.

SPECIAL HONOR FOR VETERAN MARINE

SEATTLE, November 12.—Sergeant Maj. James Deaver, the highest ranking enlisted man in the United States marine corps, was retired with full military honors at the Puget Sound navy yard today, having completed thirty years, three months and one day of continuous service. The honors accorded him were those usually given only to commissioned officers. A marine battalion was paraded and the commanding officer read the order retiring him with pay "in recognition of thirty years of faithful and obedient service." He enlisted at Washington, D. C., in 1885. Before entering the marine corps he served five years in the army.

FATTY DEGENERATION OF IDEALISM ONLY

CONCORD, New Hampshire, November 11.—A mass meeting held under the auspices of the New Hampshire League for National Defense, with Gov. Roland H. Spaulding presiding, adopted resolutions calling upon President Wilson and the next congress "to take steps necessary to make the country impregnable against foreign assault by land or sea."

President Wilson himself will be to blame if his program for the army and navy is opposed, said Congressman A. P. Gardner of Massachusetts, adding that the President has "lined his whole outfit against preparedness last year. Mr. Gardner characterized the position of former Secretary of State Bryan as "the fatty degeneration of idealism."

He said the plans of Secretary Daniels and Secretary Garrison for the extension of the navy and army were all right as far as they went.

REFERENDUM ON SEAMEN'S ACT AFTER FIRST OF YEAR

No definite proposal for the referendum on the Seamen's Act has been received to date from the national chamber of commerce by the local branch. It is expected that action will be taken after the end of the year. The feelings of the members of the Honolulu chamber have not been fully canvassed but it is felt that the local body will work for the amendment if not the repeal of the act.

STEAMER MARIPOSA TAKEN FROM DOOM SAILS SEAS AGAIN

Craft Has Played Interesting Part In Romance of South Seas

According to word received at the Victoria office of the R. C. Salvage Company from Bella Bella, temporary repairs to the steamship Mariposa at McLaughlin Bay have been completed and the vessel was on her journey south. The floating of the Mariposa from the reefs in Luma Passage is undoubtedly one of the most successful salvage jobs ever undertaken on the Coast, and the very fact that she was hauled from the rocks twenty-one days after the steamer Salver arrived on the scene says much for the ability and skill of the men in charge of the salvage operations. In this connection it is interesting to recall that the Salver was never engaged more than two months on any salvage job. In floating the Mariposa the Salver created a precedent. It marked the first time that a wrecked vessel had been floated at the first attempt.

After being floated from the reefs the Mariposa was towed to McLaughlin Bay by the Salver and beached so that the holes in her hull might be patched up. Within the shelter of the protected bay the men of the Salver have been enabled to carry out work in particularly smart time. The contract calls for the delivery of the Mariposa at Seattle.

Romance Attached To Ship

It is not generally known that the Mariposa formerly played a part in the romance of the South Seas. The late Robert Louis Stevenson made many trips on the Mariposa and in his Valima letters are included several that were penned at sea on board the ship. It is a matter of tradition that he read the proofs of several of his most notable stories while on board the Mariposa. It was also while making a trip on the Mariposa that his attention was attracted to Christmas Island, with the attendant tales current in the South Seas of treasure supposed to be buried on that island, and from which he is said to have got the idea of that stirring story "Treasure Island."

Prior to entering the Alaska trade the Mariposa was one of the vessels operated by the Oceanic Steamship Company in the San Francisco-Honolulu-Australia service. With her sister ship, the Alameda, the Mariposa maintained this important South Sea route for years. In the early days of life in the South Sea Islands the coming and going of the Mariposa and Alameda were the chief events of the social life of those communities.

TWO NURSES ARRIVE FOR QUEEN'S HOSPITAL

The reports of the starting of a training school for nurses by the Queen's Hospital are denied by G. W. Smith, secretary of the corporation, who says that the matter has not even been discussed by the trustees. Two new nurses arrived for the institution yesterday. They are Miss Collins, who is to be head nurse, and Miss Betheke, to take the place of one of the floor nurses recently resigned. The new superintendent of the hospital will arrive here in the Maunaloa next week. He is W. Roehl, who for many years was superintendent of the German hospital in San Francisco.

J. D. Lewis and Emil Wery were awarded yesterday by the harbor board the contract for the additions and improvements to the Kailua wharf, Kona, Hawaii, their bid being for \$8832, the work to be completed within 120 days. The only other bidder was William Cullen, \$11,550, who offered to do the work in 165 days.

ROYAL BAKING POWDER

Absolutely Pure

Makes Home Baking Easy

Royal Baking Powder helps the housewife to produce at home, quickly and economically, fine and tasty cake, hot biscuit, puddings, the frosted layer cake, crisp cookies, crullers, crusts and muffins, fresh, clean, tasty and wholesome, with which the ready-made food found at the shop or grocery does not compare. Royal is the greatest of bake-day helps.

ROYAL COOK BOOK—600 RECIPES—FREE

Send Name and Address.

Box 589, Honolulu, Hawaii, or Royal Baking Powder Co., New York, U. S. A.

IT WAS TRUST WHICH PUT END TO SUGAR DEAL

Hawaii's Refusal To Ship To New Orleans On the Pretext of the American Sugar Head To Call The Negotiations At An End

TRUST APPARENTLY DID NOT WANT ISLAND CROP

Reports In Circulation That Hawaiian Producers Would Not Help Combine Fight Louisiana Planters Are Said Uncorrect

A more or less well-defined rumor has gained credence that in selling their 1916 sugars to independent refiners, instead of to the Trust, the Hawaiian Planters have definitely broken with that organization.

Letter advices from mainland correspondents have voiced the idea that Hawaii had refused to sell to the American Sugar Refining Company because the latter insisted, as one of the provisions of the contract, that 75,000 tons of the Hawaiian crop be delivered at New Orleans, but that the local interests would not accede to this because they did not wish to enter into direct competition with the Louisiana planters and assist the Trust in the bitter fight now going on between it and the Louisiana cane growers.

A. W. T. Bottomley, president of the Sugar Factors Company, said yesterday that this alleged information is not quite in accordance with the facts.

"The matter of New Orleans delivery only came up in the course of negotiations, as it has come up every time a new contract has been made with the Trust during the last ten years, and we refused this time, as we always refused before, to make deliveries, as it was not convenient, for various reasons, and also would upset our transportation arrangements."

"Our refusal to make these deliveries was used by Mr. Babst, president of the American Sugar Company, as one of the pretexts for breaking off negotiations, but, as a matter of fact, he apparently did not wish to make any contract with us this year."

SURVEY STEAMER TO VISIT THESE WATERS

Captain R. R. Lukens of the United States Coast and Geodetic Survey has received orders at Seattle to come to the Hawaiian Islands to take command of the survey steamer Research, engaged in the general charting work. Captain Lukens during his long service in Alaska discovered the channel leading into the mouth of the Kuskokwim.

SPORTS

RITCHIE BECOMES A WELTERWEIGHT

Former Lightweight Star Continues To Gain Flesh—Gossip of the Boxers

"Willie Ritchie as a lightweight is a thing decidedly of the past. He met Johnny Dundee the other night and the 'American lightweight champion' came in weighing over 141 pounds. Freddie Welsh, the man who took Willie's title, sat at the ringside and smiled a nice broad smile when the weight was announced. If Freddie ever had any fear of meeting Willie again all that terror has been eliminated, for Welsh would only have to remark that he would be a loon to risk his title against the challenging welterweight."

"That's just what Willie is today, and he won't be that very long. Willie is on the high road to the middleweight division and no amount of hard training can keep him out of the famous Dempsey circle. Dundee made the fast Ritchie look slow by comparison. The speedy Italian went around William like a cooper around a barrel. Willie couldn't set for his useful right and when the score was posted Willie was a lost loser," says Bert Igoe, the Eastern fight critic.

"Just now there are but three or four men who can make the lightweight limit. Dundee can come in at 28 or 30. So can Charlie White. Joe Mandot is a little fellow, and Ted Lewis, the English crack, is a remarkable weight freak. He weighed something like 142 in Philadelphia one week and then hopped to Boston the next and made 135 for Joe Mandot. Jack Britton can make 135 easily and so can Freddie Welsh, though he seldom takes trouble to make that notch. He never signs for a fight where the weight will be a source of worry. That is his privilege, since he is the commander of the good ship Champion."

"One thing about Welsh that few know is that he never signs for a fight unless it is expressly stated that no decision on a foul shall take his title away from him. Harry Pollok, Freddie's manager, sees to it that Welsh will not be served as Kid Williams was, whether Williams was at fault or not. Erle, by the way, is in New York trying to get on at Madison Square Garden just to show the folks that he is a real champion. He certainly looks like one. He looks like a pocket edition of a wrestler."

"Ted Lewis is cutting up high and lofty capers among the lightweights. The clever Englishman followed up his defeat of the brilliant Britton by whipping Joe Mandot recently in Boston. I saw Joe the next day and he had plenty to say of Lewis.

"I honestly believe that he is the next champion of the world," said Joe. "You know I think pretty well of my own chances in that direction, but I bow to Lewis. He knocked me down a few times and when he hit me it hurt. I don't want any more of him. I've got a lot of money saved up and, by Jinks, I don't have to take fights on the jaw any more. If Welsh fights Lewis, he'll lose his title sure. Now mark my word."

"Frank Moran used to be in the navy and the night he knocked Jim Coffey out in Madison Square Garden was many a sailor perched up under the great rafters rooting for the sailor that was Frank thinks a lot of the old crowd."

"I'm for the boys in blue," said Frank the other day. "I used to be on expert at wig wagging when I was on the Mayflower and several of the signs in the present naval code were invented by me. One night I went into a big Pittsburgh hotel for a bite to eat. Sitting on the opposite side of the dining room with two remarkably pretty girls was one of my old shipmates. I immediately began to wig wag him for a little information about the spar blonde. I learned all about that woman from him and when I turned and told my manager who she was, where she lived, how much money her parents had and so on, he nearly fainted. Believe me the old signal code is a mighty handy thing to know."

"I went to the movies the other night and they showed an old vet who was in the Civil War. He belonged to the signal corps of that time. The picture showed him on top of the Capitol at Washington wig wagging a message of peace. I had no trouble in reading the old fellow's signs."

"Jim Coffey is broken hearted over his sudden defeat at the hands of Moran. Jim wants another bout and thinks he can reverse the going. Moran's manager is perfectly willing to let the big Pittsburgh blonde fight the Dublin giant again. There is one stipulation that he insists on though. If Coffey wants another fight he will have to take the ragged end of the purse, just as he has been making the others do. Coffey is the man looking for the chance now, not Moran."

NEW YEARLING RECUHU

A world's record for a yearling trotting filly was made at a meeting of the Kentucky Trotting Horse Breeders Association, Lexington, Kentucky, when a yearling bay filly by Prince Ansel, Hilmoko trotted a mile in 2:17.4. She is owned by the Woodland farm of Woodland, California.

The former record was held by Miss Stovace when she trotted the mile over the same track as a yearling in 2:19.4.

WINTER STRAWBERRY PATCH

H. Miki, an enthusiastic small farmer and stockbreeder of Koolaukopo, has started a winter strawberry patch, from which he hopes to soon supply the Honolulu market.

TWENTY-FIFTH MAY BRING THE GIANTS

Rube Foster Has Plan Whereby His Stars Could Play Series With Soldier Champions

Rube Foster and his Chicago American Giants are amusing the fans of Southern California with a good brand of baseball against the semi-professionals thereabouts, breaking better than even in their games up to a week ago last Sunday. According to his plans, the pilot of the champion colored team of the world is to stay around Southern California's sunny climate until along in February. Then he has hopes of sailing for Honolulu.

No definite arrangements have been made for the invasion of the Giants, should they come here, but it is barely possible the Twenty-fifth Infantry will enter into some sort of an agreement whereby the Giants can play a series of games here.

Soldiers May Finance Trip
To get the team here and keep it three weeks would cost in the neighborhood of \$2100. It has been suggested that the members of the regiment each subscribe a certain sum, making it possible to finance the trip. There is no question but that the proposition would be a success, for it is certain ninety per cent of the regiment would take in every game their team played with the Giants.

Lieutenant Wyman of the Twenty-fifth believes the proposition a worthy one. He will hold a conference with the man who is looking after Foster's interests here, and it is possible a deal will be made for the Giants to play here late in March and early in April. Bringing them here before that is out of the question, particularly during February and possibly the first week in March. Everything is about settled now for the Olympics to play here in February, and it would be foolhardy to have any conflicting dates at that time.

With the announcement that Artie Muhl of the Olympic Club had instructed Bart B. Burke, the newly elected baseball commissioner of the club, to go ahead and complete his arrangements for the Honolulu trip of the ball team, the local fans began to show a lively interest in the team. There are several members of the Olympic Club in Honolulu at all times, two of the shining lights being Eddie Neil and Melvin Raphael of the Clarion, and both will appoint themselves committeemen to see to it that the boys have a great time. It is to be a sort of a reunion for Raphael, for in the days of his boyhood he used to be a semi-professional of some class on the Coast, and he knows every budding light of the diamond there.

"Glad to see that the Olympics are coming," boomed Heinie yesterday. "For the baseball fans, myself included, will witness some fast baseball. Bart B. Burke is a sterling baseball man and he will bring a great combination to Honolulu. I sincerely hope Artie Benham is in the lineup, for he is one of the best little pitchers in the semi-professional ranks today. 'Dutch' Schaenkel is another good pitcher, while Dan Bippin, 'Flash' Kennedy, Harrington, Eddie McMillan and the rest of the boys make up a fast aggregation."

"I also hope Otto Walfisch is in the party. He is a great all-round athlete and would be only too glad to meet any of the local wrestlers in a bout."

"Anyway the coming of the team is the greatest of the fans are going to see some fast baseball next February."

GRIFFIN AND DAWSON EN ROUTE TO MANILA

According to advices from the mainland received yesterday, Clarence Griffin, who with William Johnston, won the National doubles tennis championship, and Tom Dawson, a star player on the courts are to pass through Honolulu in the Shinyo Maru en route to the Far East where they are to take part in several tournaments in Japan and Manila.

Senator Alfred L. Castle, who is arranging the details for the Mid-Pacific Carnival series, will make it a special point to see both men and find out if it will be possible for them to return to Honolulu in time to compete in the tennis matches to be featured during the celebration.

Beals C. Wright, one of the greatest racket wielders in the world, has signified his intentions of coming for the Carnival and the prospects are bright that champion William Johnston will also be a player. Van Dyke St. Johns, champion intercollegiate player of the Coast and whose sensational victory over Johnston recently gives him a high tennis standing, is also a possibility.

MORIARTY IS CANNED

George Moriarty, for many years captain of the Detroit Tigers and known to Honolulu fans as the shortstop of the All-Americans during their visit to the Islands last December, has been unconditionally released by Detroit. Moriarty had a bad year in the field and at the bat and was of no use to the team.

YALE BOOTERS ON TOP

Since Yale and Princeton first played against each other on the gridiron, the Bull Terrier has had the best of it. Tiger. Of the forty-one games played, Yale has won 22 lost 10 and 9 have been tied. Yale has scored a total of 345 points while Princeton has scored 179 points, a margin of almost two to one.

CASTLE & COOKE, LTD

SUGAR FACTORS, SHIPPING AND COMMISSION MERCHANTS, INSURANCE AGENTS.

Ewa Plantation Company, Waiwala Agricultural Co., Ltd., Apakaa Sugar Co., Ltd., Kohala Sugar Company, Waiwala Water Company, Ltd.

Fulton Iron Works of St. Louis, Babcock & Wilcox Company, Green's Fuel Economiser Company, Ocas. C. Moore & Co., Engineers.

Matson Navigation Company, Toyo Kisen Kaisha

Bank of Hawaii LIMITED

Incorporated Under the Laws of the Territory of Hawaii.

CAPITAL, SURPLUS AND UNDIVIDED PROFITS, \$1,300,000

RESOURCES, 7,000,000

OFFICERS:

J. H. Cooke, President
R. D. Tenney, Vice-President
A. Lewis, Jr., Vice President and Manager
F. B. Damon, Assistant Cashier
G. G. Fuller, Assistant Cashier
R. McCarrison, Assistant Cashier
DIRECTORS: J. H. Cooke, E. D. Tenney, A. Lewis, Jr., E. F. Bishop, F. W. Macfarlane, J. A. McCannessa, C. Atherton, R. H. Carter, R. H. Damon, F. C. Atherton, R. A. Cooke.

BANK OF HAWAII BLDG., FORT ST.

CANADIAN PACIFIC RAILWAY

"EMPEROR LINE OF STEAMERS"
FROM QUEBEC TO LIVERPOOL
via the
CANADIAN PACIFIC RAILWAY
the Famous Tourist Route of the World

In connection with the Canadian-Australasian Royal Mail Line

For tickets and general information apply to

THEO. H. DAVIES & CO., LTD.
General Agents
Canadian Pacific Ry. Co.

Castle & Cooke Co., Ltd.
Honolulu T. H.

Commission Merchants

Sugar Factors

Ewa Plantation Co., Waiwala Agricultural Co., Ltd., Apakaa Sugar Co., Ltd., Fulton Iron Works of St. Louis, Babcock & Wilcox Company, Green's Fuel Economiser, Marsh Steam Pumps, Matson Navigation Co., Planters' Line Shipping Co., Kohala Sugar Co.

BUSINESS CARDS.

HONOLULU IRON WORKS CO.—Machinery of every description made to order.

HAWAIIAN GAZETTE

Semi-Weekly—Issued Tuesdays and Fridays.

Entered at the Postoffice of Honolulu, H. T., Second-Class Matter.

SUBSCRIPTION RATES:

Per Month, \$2.50
Per Year, \$30.00
Per Month, Foreign, \$3.50
Per Year, Foreign, \$42.00
Payable Invariably in Advance.

WILLIAM S. CRANE, Manager

LOCAL REALTY MAN

BOOSTS ON COAST

Honolulu real estate is experiencing a decided increase in value and demands for bungalow sites are growing rapidly, according to Irving H. Beadle, real estate operator of the Malama city, who arrived here on the Maunaloa yesterday afternoon. He comes here at this time for a short visit to the exposition.

"In suburban realty the present demand is not so marked," said Beadle in telling of the market, "but close in property and that in the city itself is in increasing demand. According to the present boom in real estate values is traceable in a large degree to the belief that the duty on sugar will be retained.—San Francisco Chronicle.

Mr. Beadle is associated with the Trent Trust Company.